

STILL AFLOAT

Claudine and Carson in Collision.

The Waterlogged Carson Being Towed to Port—Statements of Crew—Claudine Uninjured.

The American barkentine William Carson, Captain J. Piltz, from Newcastle with coal for this port, came into collision at about 9:30 on Wednesday night with the Willers' steamer Claudine, bound for Maui port, and was abandoned in a sinking condition by her crew five minutes after the disaster.

The Carson left Newcastle on November 7th with a cargo of 1,335 tons of coal consigned to H. Hackfeld & Co., and arrived off Koko Head shortly after dark on last Wednesday. Knowing the dangers of approaching the harbor at night, Captain Piltz decided to stand off and on till daylight. When about twelve miles south of Diamond Head the lights of a steamer were observed coming from the direction of Honolulu, and a remark that a tug was approaching was made by one of the crew. No danger was apprehended until the vessel, which turned out to be the Claudine, blew one blast of her whistle, which signified that the steamer's helm had been put over to port, and a couple of minutes later she crashed into the sailing vessel, making a huge hole in the latter's starboard bow. The starboard anchor of the sailing vessel fouled with the steamer's rail, and the vessels hung together for two or three minutes, during which part of her crew clambered over the bows of the steamer. Five minutes after the collision the Carson careened over on her side, and the hull was awash.

The Claudine promptly lowered her boats and took off the balance of the crew of the sinking vessel, and, after standing by her for about an hour she steamed back to port and reported the disaster.

Three lady passengers were landed from the steamer, preferring to remain on shore after the shock experienced.

The rescued crew and the captain's wife were obliged to leave everything behind them in their haste, and as the day had been rather warm, they wore but little clothing when landed. Captain Piltz and wife went at once to the Arlington Hotel, while the men were looked after at the police station.

The Elu Goes Out.

Early yesterday morning the Elu, with Captain Piltz on board, proceeded to the scene of the disaster, for the purpose of discovering if the Carson had actually disappeared below the water, and at about 11:45 the vessel was discovered floating on her starboard side, with her port barge awash. Masts in the water and yards upright.

After many unsuccessful attempts, the Elu at about 1:30 p. m. passed a strong hawser with wire pennant through a chock on her port quarter, and one of her crew having dived and passed the eye over one of the bits on the poop, she commenced to tow the wreck stern first in the direction of the harbor. The Elu, which had in the meantime arrived on the scene, passed another line, which was made fast to the Elu.

The Iroquois passed an 8-inch manila hawser to the Elu, having been unable to secure a hold on the waterlogged ship, but the enormous strain on the smaller vessel became too much for her safety, and the line was cast off but left with the Elu, and the Iroquois returned to port, arriving at about 7:30 last night. When she left the two vessels towing at about 5:40 p. m. they were about five miles south-east of Diamond Head and had moved the Carson about six miles toward port. The combined power of the two tugs is bringing her along at less than a mile an hour, and it is probable that they will reach the entrance to the channel about daylight.

The starboard anchor of the Carson is hanging loose, and before she can be brought into port it will be necessary to remove this and also her masts; and even then it is possible that her depth will not allow her safe passage through the channel.

History of the Vessel.

The William Carson is quite a new wooden vessel of 791 tons, having been launched at Eureka, Cal., on June 3d. She took a lumber cargo from Port Blakely to Sydney, and from there sailed in ballast to Newcastle, where she filled up with coal and sailed for this port on November 7th. The voyage was a most unlucky one, as on the ninth day out from her last port a fearful storm was encountered and one of her crew washed overboard and lost. The Carson is owned by a company, the captain having an interest and Robert Hind of San Francisco being manager.

Captain Piltz was formerly in command of the schooner C. F. Crocker, which vessel met with disaster between Newcastle and San Francisco and had to put into the port of Auckland, New Zealand, in a partially damaged condition some eight or nine months ago.

When seen yesterday afternoon at the Arlington Hotel, Mrs. Piltz was thoroughly unnerved, but stated that the vessel's lights were burning brightly and the captain and myself were seated on the poop; the second mate being on deck and in charge of the vessel. For over an hour we had seen the steamer's light, but thought the men on board knew their business and would pass astern of us, but when she was right upon us, one blast from her whistle was followed by a change in her course, which threw her completely over our bows and she struck us with fearful force. It is a mercy she did not strike amidships, or our vessel would have gone down like a stone

with all on board. As it was five minutes after the crash, the ship was lying with her bows in the water, and my husband had barely time to pass a rope around my waist and transfer me to the steamer before our ship was lying on her side and appeared to be about to sink altogether. The steamer soon said he was very sorry, but he missed our starboard light for the headlight of a steamer, but I don't know how he could do so, as the cabin lights were very bright and showed through the open skylights clearly. We have lost everything we had, and the poor sailors are in the same condition."

Statements of Officers and Crew.

Captain Piltz said he "could give no explanation for the disaster. The Carson's lights were burning brightly and the lookout on the steamer must have been blind."

Mate Harrison said he "was below at the time of the collision and do not know how the disaster occurred. We were making about five knots, standing off shore at the time. I heard the steamer whistle, which was given about a minute or so before the crash, and I had just time to get on deck without saving any of my instruments or property."

The mate at the Carson's wheel said he "thought the steamer was a tug, as she made straight for us. I saw her lights for a long time before the collision, and believe that she would have passed astern of us if she had not ported her helm. The Carson remained for an hour on her beam ends and then the steamer brought us on to port."

A careful examination of the Claudine was made, but as no damage was discovered she resumed her voyage to Maui. No statements were made by the people in charge of the Claudine, which, owing to the illness of Captain Cameron, was in command of First Mate Weisbarth.

BATTLE AT KUANGCHOU.

Grave Trouble Between the French and Chinese.

TACOMA, Dec. 17.—Oriental advisers state that the French-Chinese boundary dispute at Kuangchowwan, on Kuangchow Bay, has resulted in bloodshed. Marshal Su's arrival there last month was signalized by a lively preliminary fight between French and Chinese troops. From French sources it is learned that the French had six wounded, while several Chinese were killed and sixty wounded. Both sides are preparing for war, though it is hoped the dispute will be settled amicably.

Marshal Su is the most famous Chinese general living and the victor of the battle of Lianshan in the last Franco-Chinese war. He has a force of 30,000 modern-drilled soldiers under him, and was sent to Kuangchow Bay with express orders from the Empress Dowager to protect China's rights with force if necessary, and without further instructions from Peking. At Taekhan, near by, he has a reserve force of 6,000 regulars. The French force is much smaller, but it has assembled the following six warships in the bay to assist the troops, if necessary: Descartes, Benigal, Pascal, Surprise, Lion and Dentrecaesteux.

The Chinese war spirit has been aroused by Paris cables announcing that President Loubet has refused to receive Yu Keng, the new Chinese Minister to France, pending the settlement of the boundary difficulties. Kuangchow Bay is on the Tonquin border and was demanded by the French last summer. China complied, but when the time came to delimit French "leased" territory France increased her demands threefold.

DEROULEDE IN JAIL.

The Monarchist Leader Goes to Jail for Two Years.

PARIS, Dec. 20.—In the Senate, sitting as a High Court of Justice today, counsel urged that the charges against M. Marcel-Habert be joined to the present proceedings, but the Prosecutor-General declared this would be illegal. M. Deroulede, President of the League of Patriots, who, though ill, was present, virulently denounced the Senators and law officers for being subservient to the Government's orders. Amidst immense uproar, M. Deroulede added:

"I wish to be condemned. I will say what I think of these scoundrels. This assemblage is infamous and dishonors France and the republic."

During the increasing din, M. Deroulede continued: "I include in my denunciations both the Senate and the President of the republic."

The Procurator, with difficulty, made himself heard in the tumult when ensued, and demanded the prompt punishment of M. Deroulede, who continued to hurl insults at the High Court, coupled with the assertion that he desired punishment.

The session was eventually suspended and the court retired to consider the situation, while the prisoners acclaimed M. Deroulede.

Upon the resumption of the proceedings of the High Court, the President of that body, M. Fallieres, read its judgment, condemning M. Deroulede to two years' imprisonment and ordering his exclusion from the court until the arguments of counsel and commenced; also refusing to include the charges against M. Marcel-Habert in the trial.

On November 18 M. Deroulede was sentenced to three months' imprisonment for insulting the President of France.

Anti-British Colonists.

CAPE TOWN, Dec. 16.—Five hundred colonists of the Victoria West District have perfected an apparently anti-British organization there and have openly expressed disloyalty, and have threatened to attack the railroad station, which is on the direct line between Cape Town and De Aar. The Afrikaanderbond, at a meeting there, proclaimed its loyalty, but declared that the conduct of the troops forced the people to commit acts capable of being interpreted as disloyal.

SUGAR MARKET Tired Feelings

Williams, Dimond Co. and Willett & Gray.

Financial Markets of Europe Affected by British Reverses—Scarcity of Cane Sugar Supplies.

The following correspondence, dated December 21st, relative to the sugar markets of the Mainland and Europe, is furnished through the courtesy of Messrs. Schaefer & Co.:

From Williams, Dimond & Co.

SUGAR.—We last addressed you by circular per steamer Australia, December 12; since which the local market and prices for export to Honolulu have remained unchanged.

BASIS.—No sales reported until December 15, to arrive sale 500 tons at 44c. Quotations unchanged, and only sale reported since December 20, 600 tons at 44c making net basis for 1st and 2nd in New York 44c. San Francisco 37c on that date.

LONDON BEETS.—12th, 2s 24d; 13th, 2s 14d; 14th to 16th, 2s 24d; 15th to 20th, 2s 14d.

DRY GRANULATED unchanged,

with only a moderate demand.

EASTERN AND FOREIGN MARKETS.—The news of British reverses affected the beet sugar market and financial markets of Europe unfavorably, in sympathy with which sales of sugar in the New York market are somewhat restricted, and a cargo of Javass, which arrived, had to go into store, but we note by telegraphic advices received yesterday that sales to arrive had been made in New York at 44c.

STATISTICAL POSITION.—Dec. 14, total stock U. S.: Four ports estimated 14th inst., 210,435 tons, against 87,647 tons same date last year. Cuba, six principal ports, Dec. 13, 11,000 tons, against 8,107 tons same date last year. Total stocks, Europe and America, 1,098,435 tons, against 1,013,789 tons same date last year.

From Willett & Gray.

Statistics from Willett & Gray's latest circular just received are as follows: Official statement of the Hawaiian sugar crop from October 1, 1898, to September 30, 1899, as compared with the two preceding seasons follows:

1898-99, 1897-98, 1896-97.
Hawaii 104,678 81,771 113,156
Maui 48,561 40,208 36,649
Oahu 49,911 39,519 25,829
Kauai 58,355 52,316 48,584

Total tons 262,506 204,814 224,218

In regard to the statistical position of the sugar market, Willett & Gray, December 7, said: Stocks in Europe, 559,000 tons, against 556,600 tons last year, and 656,899 tons last year. Total stocks of Europe and America 809,897 tons, against 767,568 tons last year, and 752,926 tons last year at the same date of Oct. 1st, last year. The excess of stock is 56,371 tons, against an excess of 33,520 tons last year, and a deficiency of 102,311 tons, Dec. 29, 1898.

In regard to the refined sugar market, Willett & Gray, Dec. 7, said: The last month of the year brings out some new features to the refined sugar market, not altogether clear for future guidance. All refiners except Doscher stopped the shading of prices of soft sugars, and this caused much increase in withdrawals under old contracts. All refiners decline to sell for delivery next year. This may mean something or nothing, but is probably giving the National Wholesale Grocers' Association a chance to perfect some plan for the better handling of refined by the grocers. Considering the staple nature of the raw market and the fact that refined is within 1/2c per pound of raws there is no question that buyers of refined should buy freely enough now to have on hand constantly a fair line of stock. It seems perfectly safe to do so independent of any contingencies that might arise near the new year. Shipments during this month are also advisable because of the expected advance in railroad freights after January 1st. New Orleans granulated was advanced 1-16c.

In regard to the raw sugar market, Willett & Gray, Dec. 7, said: During the larger part of the week, had there been any sugar in the market for sale, easier quotations would have resulted, but in continued absence of offerings the market finally recovered its lost firmness of last week and closes with sales of Demerara for shipment at 2 1/2-3c a lb. also a steamer cargo of Javass about due at 1 1/2-3c a lb., both equal to 44c basis for 96 degree test. Centrifugals, The amount of Demerara crop sugars remaining unsold is quite small, possibly not over 10,000 tons. Other West India crops are not yet available, and are not likely to be hurried to market when available. The scarcity of cane supplies for some time to come has turned the attention of our refiners to beet sugars, and the outlook is for continued steadiness to the raw sugar market.

Note and Comment.

The following is from the Financial Letter of San Francisco:

The directors of the Hawaiian met on the 13th inst. and declared a dividend of 50 cents per share, payable on the 20th inst. The latest reports for the plantation are of a very satisfactory character. The crop now being cut and milled will amount to about 19,000 tons, which is about 2,000 tons more than last year's crop. The cane for the next campaign, which is now in and growing, and which looks remarkably well, will yield about 35,000 tons. At this time next year this crop will be ready for the mill. Mr. Lowrie, the superintendent, writes that the cane is in the best condition. All preparations are being made to get a crop of from 50,000 to 70,000 tons two years from now. And that will be the yearly output thereafter.

For general information apply to H. HACKFELD & Co., L'd. Agents.

Tired Feelings

Due to Climate.

The weather is often very trying. The blood becomes filled with impurities and the nervous system is greatly weakened. One awakes in the morning just as tired as at night.

Mr. John D. Dugan of Coalville, W. A., sends with his portrait the following:



"I go about the country a great deal and have to encounter very trying weather. When my system is run down by the regular depressing climate of our I always take

AYER'S Sarsaparilla

It takes away my tired and depressed feelings at once and builds up my system in every way. As a blood purifier and nerve tonic I believe it to be the best medicine in the world."

To get the best results from Ayer's Sarsaparilla you should take Ayer's Pills also. They cure constipation, biliousness, sick headache, and dyspepsia.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., Agents.

Hawaiian, which sold in small lots at 82 1/2c at the opening of the week, advanced to 95 at the close. That price is now bid for it and 100 is asked.

The rain on the Paunah and Honokaa has been unprecedentedly large this season. These two plantations are in the most satisfactory physical condition. Indeed it is reported by experts that these two plantations are in a better state now than at any other time in their history. The crops now being harvested insure dividends for twelve months to come, and the rains already had by the plantations insure the present growing crops, which makes dividends for twelve months more certain. So that these plantations have almost two years' dividends in sight. It would be difficult to point out a safer investment.

Paunah opened at 31 1/2c and sold down to 29 1/2c, but recovered again at the same session of the board and closed at 30 1/2c bid. Honokaa opened at 32 1/2c and closed at 32 1/2c.

Hutchinson is also reported in splendid condition. The rains have been abundant, and the cane is looking well. A larger output is expected this campaign than last, although the yield of last campaign was 500 tons greater than estimated. This stock opened at 26 1/2c and closed at 26.

Onomoe sold at 34. There was but little doing in it.

Makawala opened at 46 1/2c and closed at 43.

Hana closed at 8 1/2c.

LOCAL BREVITIES.

Dr. H. V. Murray has left for the Mainland for a short visit.

The engagement is announced of Miss Eloise Castle to Mr. B. L. Marx.

The electric lights round town have resumed their regular work now that the busy Christmas week is over.

Mr. Fred. H. Hayselden and wife celebrated their silver-wedding at Lahaina, Maui, on last Saturday evening.

Mr. J. H. Fisher, who lately resigned from his position in the Bank of Bishop & Co., has gone to the Coast on business matters.

The Von Hamm-Young Co. are agents for the Lancashire Insurance Company and the Balise Fire Insurance Company. See advertisement in this issue.

Work on the breakwater at Lahaina, in connection with the new wharf there is being rapidly proceeded with. The removal of sand from the harbor bottom has for the time been stopped.

Prime oat hay can be purchased at \$5.50 per ton in California. One large dealer on the Coast says he has orders for about 6,000 tons for the Hawaiian Islands, but cannot get transportation.

Pacific Mail Steamship Co. Occidental & Oriental Steamship Co AND Toyo Kisen Kaisha

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA:

FOR SAN FRANCISCO:

AMERICA MARU DEC. 28
1900
GALIC JAN. 13
HONGKONG MARU JAN. 23
CHINA JAN. 31
DOHIC FEB. 8
NIPPON MARU FEB. 16
RIO DE JANEIRO FEB. 24
COPTIC MARCH 6
AMERICA MARU MARCH 14
HONGKONG MARU MARCH 22
CHINA MARCH 30
GALIC MARCH 30

Season Sales—One hundred and twenty-five McBryde, \$4.75; 15 Wailua, \$4.75; 15 Wailua, \$4.75.

Outside Sales Reported—Thirty-five Oahu, \$18.

Quotation Changes—Forty-nine.

For freight apply to CHAS. BREWER & CO., 27 Kilby street, Boston, or CHAS. BREWER & CO., LTD., Honolulu.

Hives are a terrible torment to the little folks, and to some older ones. Doane's Ointment never fails. Instant relief and permanent cure. At any chemist's, 50 cents.

The Elgin

WORLD'S STANDARD FOR TIME KEEPING.

Should be in the pocket of every owner of a Watch.

Many years' handling of Watches convinces us, that price considered The Elgin is the most satisfactory of American Watches.

Cased in NICKLE, SILVER, GOLD FILLED AND SOLID GOLD.

We have a full line and sell them at right prices.

ELGINS reach us right.

ELGINS reach you right.

Elgins stand for what is right in time keeping and lasting qualities, and that is why we are right in pushing the Elgin Watch.

H. F. WICHMAN BOX 342.

Wider's Steamship Company

LIMITED.

TIME TABLE

S. S. KINAU, FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.

NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

On and after Tuesday, Nov. 6, the steamer KINAU will sail from Honolulu on Tuesdays at 12 noon, for Kaunakakai, Lahaina, Maunaloa Bay, Kihai, Makana, Kawaihewa, Mahukona, Laupahoehoe and Hilo.

Returning, will sail from Hilo on Fridays at 2 p. m. for above named ports, arriving at Honolulu on Saturdays.

Passengers and freight will be taken for Makana, Mahukona, Kawaihewa, Hilo, Hakalan, Honoum, Papakou and Pepeekeo.

Passengers and PACKAGES ONLY will be taken for Kaunakakai, Lahaina, Maunaloa Bay, Kihai and Laupahoehoe.

S. S. CLAUDINE, CAMERON, Master.

MAUI.

Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kahului, Kihai, Hana, Hamoa and Kipahulu, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nan, Kaupo, once each month.

S. S. LEHUA, BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kaunakakai, Kamalo, Maunaloa, Kaunapapa, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their Freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, or injury to, nor delay in, the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT, President.

S. B. ROSE, Secretary.

CAPT. T. K. CLARKE, Port Sup't.

CHAS. BREWER & CO'S.

New York Line.

Dark "W. B. Flint" will sail from New York for Honolulu on or about

February 10, 1900.

For freight apply to

CHAS. BREWER & CO., 27 Kilby street, Boston,

or CHAS. BREWER & CO., LTD., Honolulu.